

Report Documentation Page

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AGOR 27/28 Phase II

Progress Report (Technical)

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San Diego CA 92106

Contract Number: N0001412C0305

1. This report covers SIO activities during the month of April 2014.
2. Shipyard Representative biweekly reports and this report were delivered on schedule.
3. The work accomplished included Scripps technical review of questions posed by NAVSEA and PEO Ships concerning Dakota Creek Industries (DCI) inquiries on the specifics of OCEAN AGOR design. The shipyard representative report, submitted separately, details specific DCI required submissions and drawings reviewed against technical standards. SIO continues to review technical manuals and attend factory acceptance tests.
4. SIO participated in OCEAN AGOR design review 15 & 16 April.
5. DCI has stated (finally) that SALLY RIDE is behind on construction and will fall further behind as production resources are diverted to NEIL ARMSTRONG. The shipyard will be hard pressed to present a complementary level of completion for SALLY RIDE at the 9 August 2014 christening that NEIL ARMSTRONG demonstrated at her christening. DCI has little specifics for getting SALLY RIDE back on track other than granting production overtime hours. SALLY RIDE's piping, electrical and HVAC is less than 5% complete across the board.
6. Final operating displacement remains a concern. Guido Perla Associates noted that VCG and LCG remain workable which is good news. Chris MacDonald indicted to me that fixed ballast is not an option presented to DCI as he wishes the shipyard to make every attempt to increase displacement, but in the final analysis may permit fixed ballast as a mean of increasing draft should there be poor sea-keeping, ship's motions or bubble sweepdown. No definitive statement of stability will be available until the naval architect performs an inclining experiment. PEOSHIPS indicated a desire for inclining experiments early, perhaps one without the delayed main crane and one later with the main crane. DCI indicated their preference for a single inclining experiment after all equipment installed.

7. Based on the loudness of the identical Tees White Gill bow thruster installed on SIKULIAQ, noise treatments occupied much of the discussion at the April design review. Noise Control Engineering indicated that at 100% operation, airborne noise levels in nearby spaces (including galley and mess) could be 25dB above specification. Operational limitations such as limiting operation to 50% thrust could keep the bow thruster below cavitation inception greatly reducing noise. Quick studies indicated that the OCEAN Class vessels may be able to dynamically position in mild sea states without need to bow thruster operations. The current noise treatment in nearby spaces is a spray on material called “Delta-dB” which provides 4-11 dB noise reduction depending on thickness of application. Delta-dB is currently not USCG approved which is a concern for the shipyard. Given the short physical distance from the bow thruster to dining facilities, this remains a significant concern.
8. The pilot house void has SOLAS fire integrity classification concerns. DCI did not have an acceptable solution.
9. The installed science refrigeration system cannot meet J-1 specifications. DCI has opened discussions with BRONSWERK of Montreal Canada which has delivered high end marine HVAC and refrigeration solutions.
10. No solution for the missing main crane crutch was presented by DCI or Allied Systems Inc.
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